

Abstract

A latch mechanism for selectively latching a door to an automotive vehicle. The latch mechanism includes a latch hook movable between locked and unlocked positions relative to a striker bar fixedly secured to the vehicle. A release lever is operatively coupled between the latch hook and the latch mechanism for selectively actuating the latch hook between the locked and unlocked positions. An inertia lever is engagable with the release lever to prevent movement of the latch hook between the unlocked and locked positions. The inertia lever is movably coupled to the latch mechanism for movement in and out of engagement with the release lever in response to a threshold acceleration of the vehicle. A slot is formed in the release lever presenting sides engagable with the inertia lever to automatically rock the inertia lever in response to movement of the release lever to prevent seizing of the inertia lever within the latch mechanism due to lack of use.